SALEM, FALLS CITY & WESTERN RAILWAY COMPANY

17

TIME TABLE

To Take Effect Sunday, January 18th, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
President.

L. R. FIELDS,
Superintendent.

SALEM, FALLS CITY & WESTERN RAILWAY COMPANY

Capacity of Sidings and location of scales, water, fuel and turning stations.		EASTWARD 2d Class	EASTWARD First Class					DISTANCE FROM WYE		Time Table No. 17 January 18, 1914		DISTANCE FROM SALEM	WESTWARD First Class					WESTWARD 2nd Class
		160	158	156	154	152	150			STATIONS			151	153	155	157	159	161
		Freight	Passenger	Passenger	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	Passenger	Passenger	Freight
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
25		AM L 10.00			PM L 1.00			0.0	R	**WYE**	0.3	28.3		PM A s12.01				AM A 9.40
25	W	10.05			s 1.05			0.3	D	BLACK ROCK	0.8	28.0		s11.55				9.35
5								1.1		CAMP 2	3.0	27.2						
25	Y	10.50	PM L 5.40	PM L 3.45	s 1.25	AM L 9.35		4.1	DR	**FALLS CITY**	2.5	24.2	AM A s 9.25	s11.35	PM A s 3.25	PM A s 5.35		9.10
25		11.00	5.48	3.54	1.31	9.44		6.6		CEMENT SPUR	0.3	21.7	9.15	11.25	3.15	5.25		8.05
2		11.05	f 5.49	f 3.55	f 1.32	f 9.45		6.9		BRIDGEPORT (Spur)	1.1	21.4	f 9.14	f11.24	f 3.14	f 5.24		8.00
8		11.10	f 5.52	f 3.58	f 1.35	f 9.48	f	8.0		FERNS (Spur)	0.4	20.3	f 9.10	f11.20	f 3.10	f 5.21		7.55
14	P	**11.19**	f 5.53	f 3.59	f 1.36	f 9.50		8.4		GILLIAMS	0.9	19.9	f 9.09	f**11.19**	f 3.09	f 5.20		7.50
7		11.24	f 5.55	f 4.01	f 1.38	f 9.52		9.3		TEATS (Spur)	0.8	19.0	f 9.07	f11.17	f 3.07	f 5.18		7.45
			f	f	f	f		10.1		GUTHRIE (No Siding)	3.1	18.2	f	f	f	f		
26	WFY	PM 12.01	s 6.10 6.40	s 4.25	s 2.00	s10.15	AM L **7.05**	13.2	DR	**DALLAS**	2.8	15.1	8.50 s 7.45	s11.00	s 2.50	s 5.00	PM A s 7.25	**7.05**
		12.15	f 6.48	f 4.35	f 2.15	f10.25	f 7.12	16.0		BOWERSVILLE (No Siding)	1.4	12.3	f 7.24	f10.43	f 2.33	f 4.49	f 7.10	6.47
3		12.20	f 6.52	f 4.40	f 2.19	f10.30	f 7.15	17.4		RICKREALL (Spur)	0.8	10.9	f 7.21	f10.40	f 2.29	f 4.46	f 7.05	6.43
	P	12.25	s **7.00**	s **4.45**	s **2.27**	s**10.38**	s **7.19**	18.2	R	**GERLINGER** (S.P.Crossing)	0.4	10.1	s **7.19**	s**10.38**	s **2.27**	**4.45** s 4.08	s **7.00**	6.41
30	P	12.27	f 7.02	f 4.47	f 2.30	f10.42	f 7.24	18.6		DERRY ORCHARD	1.4	9.7	f 7.12	f10.30	f 2.20	f 4.05	f 6.53	6.39
2		12.31	f 7.06	f 4.51	f 2.35	f10.46	f 7.29	20.0		GREENWOOD (Spur)	1.5	8.3	f 7.08	f10.24	f 2.16	f 4.00	f 6.49	6.35
2		12.35	f 7.11	f 4.56	f 2.40	f10.50	f 7.34	21.5		McNARY (Spur)	1.0	6.8	f 7.05	f10.19	f 2.12	f 3.56	f 6.45	6.31
3		12.39	7.14	4.59	2.42	10.53	7.37	22.5		HOSFORD (Spur)	0.2	5.8	7.03	10.16	2.10	3.54	6.43	6.28
2		12.40	f 7.15	f 5.00	f 2.43	f10.54	f 7.38	22.7		BROPHY (Spur)	0.5	5.6	f 7.02	f10.15	f 2.09	f 3.53	f 6.42	6.27
	W	12.42	f 7.17	f 5.02	f 2.45	f10.56	f 7.40	23.2		EOLA (No Siding)	1.3	5.1	f 7.01	f10.13	f 2.07	f 3.51	f 6.41	6.25
40	P	12.47	f 7.22	f 5.07	f 2.50	f11.01	f 7.46	24.5		LOG DUMP	1.7	3.8	f 6.57	f10.08	f 2.02	f 3.47	f 6.37	6.22
		12.53	f 7.28	f 5.13	f 2.57	f11.07	f 7.52	26.2		KINGWOOD PARK (No Sid'g)	0.7	2.1	f 6.52	f10.02	f 1.57	f 3.42	f 6.32	6.17
10		1.00	f 7.30	f 5.15	f 3.00	f11.10	f 7.55	26.9		WEST SALEM	0.6	1.4	f 6.50	f10.00	f 1.55	f 3.40	f 6.30	6.15
			s 7.35	s 5.20	s 3.05	s11.15	s 8.00	27.5		COMMERCIAL STREET	0.8	0.8	s 6.45	s 9.55	s 1.50	s 3.35	s 6.25	
117	WYO	**1.35** PM A	s 7.45 PM A	s 5.30 PM A	s 3.15 PM A	s11.25 AM A	s 8.10 AM A	28.3	DNR	**SALEM**		0.0	6.35 AM L	9.45 AM L	**1.40** PM L	3.25 PM L	6.15 PM L	6.00 AM L
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily			28.3			Daily	Daily	Daily	Daily	Daily	Daily Ex Sun
		3.35	2.05	1.45	2.15	1.50	1.05			Time Over District.			1.45	2.16	1.45	1.32	1.10	3.40
		7.89	11.82	13.99	12.80	13.36	14.11			Average Speed per Hour.			13.99	12.83	13.99	15.96	13.08	7.71

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Eastward first class trains are superior to Westward first class trains between Wye and Gerlinger.

Additional flag stops: Lees Farm, M. P. 18; Knowles Crossing, M. P. 9.5.

SPECIAL RULES ☛ "SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Salem. Dallas.

WATCH INSPECTORS.

WEBB C. BALL	General Time Inspector	San Francisco
C. H. MORRIS	Local Watch Inspector	Dallas
C. T. POMEROY	Local Watch Inspector	Salem

BULLETIN STATIONS.

Salem. Dallas.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

MISCELLANEOUS.

DERAILER in main track 500 feet east of siding at Black Rock.

Air brakes must be tested whenever the train line is broken as per air brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on all trains at Falls City and on eastward trains at Black Rock. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

All trains and engines must stop before crossing street car tracks on Front, Commercial, High and Summer Streets, Salem.

Interlocking plant, located at Willamette River Bridge, between Salem and West Salem. Trains must acknowledge clear signal before moving over bridge. Speed of 10 miles per hour must not be exceeded over this bridge, or within city limits of Salem. Reduce speed to 15 miles per hour over switches at Log Dump and Gravel Pit. Approach road crossing just west of McNary under control. Reduce speed to six miles per hour through city limits of Dallas.

Engines running backwards between Black Rock and Falls City must not exceed 10 miles per hour; Falls City and Dallas, 15 miles per hour; Dallas and Salem, 20 miles per hour.

With exceptions noted trains must not exceed speed in miles per hour as shown below:

Salem-Dallas	Passenger and Light Engines, 40	Freight, 25
Dallas-Falls City	Passenger and Light Engines, 35	Freight, 20
Falls City-Wye	Passenger and Light Engines, 20	Freight, 15

Trains arrive and depart from Southern Pacific Depot at Salem and Dallas. The junction switch at 12th and Union Streets, Salem, when not in use will be left set and locked for Southern Pacific main track; the junction switch (second connection east of crossing) at Dallas when not in use will be left set and locked for S. F. C. & W.

The track between Union Street and passenger station, Salem, is used jointly by S. P. and S. F. C. & W. trains. All trains will move under control expecting to find this track occupied.

Retainers must be turned up on passenger and freight trains east bound between Black Rock and Falls City.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

YARDS.

All trains must be under control within yard limits as listed below; see Rule 93:

SALEM (Salem yard limits extend to yard sign west of West Salem.)

DALLAS FALLS CITY BLACK ROCK

LIST OF SURGEONS, HOSPITAL DEPARTMENT

Name.	Title.	Location.	District.
DR. F. K. AINSWORTH	Chief Surgeon and Manager	San Francisco	All Lines in Oregon
DR. G. F. WILSON	Division Durgeon	Portland	
DR. W. H. BYRD	District Surgeon	Salem	
DR. A. B. STARBUCK	District Surgeon	Dallas	
DR. F. M. HELLWARTH	District Surgeon	Falls City	

C. W. MARTYN	Assistant Superintendent	Portland, Ore.
F. M. SIEFER	Assistant Superintendent	Portland, Ore.
G. C. MORRIS	Assistant Superintendent	Portland, Ore.
GEORGE WILD	Assistant Superintendent	Portland, Ore.
F. HANSSEN	Assistant Superintendent	Portland, Ore.
S. T. JONES	Dispatcher	Dallas, Ore.